

**Amendments to the Drawings:**

A replacement sheet for Fig. 5, deleting reference numeral 4, is attached hereto.

Attachment: Replacement sheet for Fig. 5.

**REMARKS/ARGUMENTS**

**Drawings:** A replacement sheet for Fig. 5, deleting reference number 4, is attached hereto.

**Double Patenting:** In response to the provisional double patenting rejection, a terminal disclaimer is filed herewith.

**Rejections on Prior Art**

Claims 1 – 28 have been rejected under 35 U.S.C. 103(a) as unpatentable over Haack, *et al.*, U.S. Patent 6,564,906 in view of Gilliland, U.S. Patent 5,595,259. Reconsideration of the claims in view of the amendments and following remarks is respectfully requested.

Haack discloses an industrial delivery vehicle including “modules” which are positionable between operating positions, as for example, in a front region and a rear region. As discussed with reference to Fig. 2, the function regions include a first module 23 having a steering wheel 29 and a second module 25 including operating elements 31 for selecting between forward and reverse travel and for controlling travel speed. Referring to Column 7, line 55 to column 8 line 17, and also to Fig. 5, the vehicle is shown to include modules arranged such that the operator can face forwards, backwards, or transverse to the direction of travel. When facing toward the rear of the vehicle, the operator controls functions 323 (steering) with one hand and 325 (direction and speed) with the other hand, while operating foot switch 347. When facing toward the front of the vehicle, he provides the same functions using function regions 325' (direction and speed) and 326 (steering) and foot switch 349. When facing transverse to the direction of travel, the operator controls station 323 (steering) with one hand, 325' (direction and speed) with the other hand, and uses foot switch 349. Therefore, depending on operator orientation, the operator selects between multiple steering mechanisms and floor or foot switches.

Haack, therefore, requires multiple steering mechanisms for controlling the vehicle from opposing ends.

Gilliland discloses a control handle for a material handling vehicle. A single control handle is provided for steering and controlling the vehicle.

Claims 1, 12 and 21 have been amended to clarify that a steering mechanism is provided that is accessible to an operator operating both of two available operator control handles while facing opposing ends of the vehicle, and to bring the language of these claims into conformance with the allowed claims of co-pending application 10/631,237.

Haack requires the operator to use a different steering mechanism depending on operator orientation. Gilliland does not provide separate controls. Therefore, the cited references do not disclose all of the elements of claims 1, 12, and 21 as amended and the Applicants respectfully request that the rejection of claims 1, 12, and 21, and associated dependent claims under 35 U.S.C. Section 103 be withdrawn.

#### Conclusion

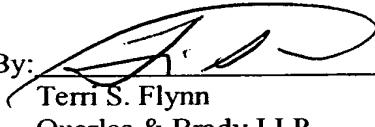
In view of the foregoing amendments, claims 1 – 28 are believed to be in condition for allowance, and the Applicants respectfully request that a notice of allowance be issued for these claims.

A terminal disclaimer fee under 37 C.F.R. 1.20(d) is required to be paid with this submission. Please charge the fee to charge Deposit Account 17-0055. No other fees are believed necessary to enter this response. However, if any fees are deemed necessary, please charge Deposit Account 17-0055.

Respectfully submitted,

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Dated February 27, 2006

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